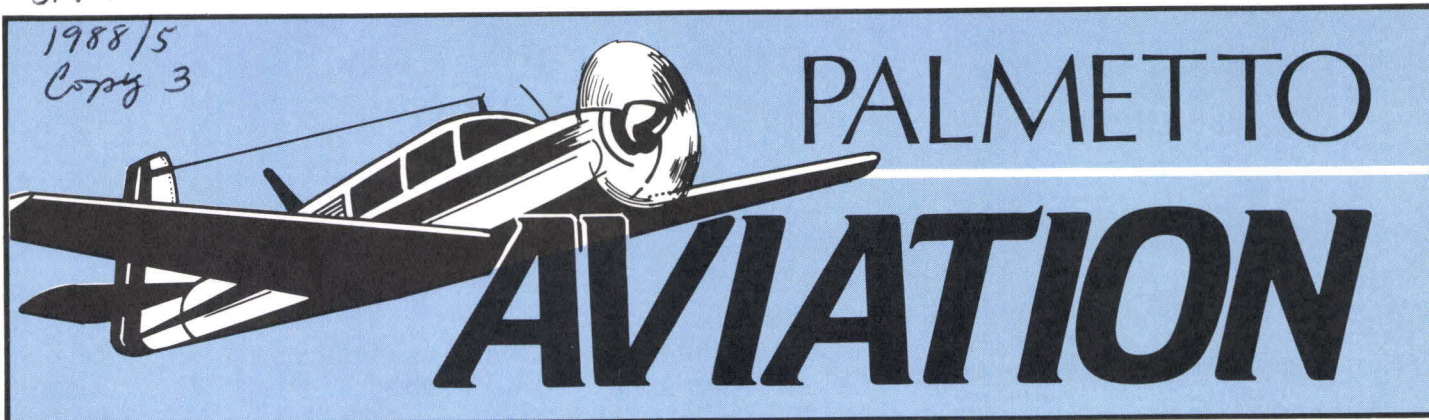


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Federal Funding Reduced for Small General Aviation Airports

By Sam Austin, Manager, Atlanta Airports District Office

In years past, small general aviation airports have been able to enjoy some measure of federal funding support. Under the Airport Improvement Program (AIP), as established by the Airport and Airway Improvement Act of 1982, small airports could be funded from either state apportionment monies (formula funds directed to the individual states) or from discretionary monies would become available, and in some instances, funds did become available.

Passage of the Airport and Airway Safety Capacity Expansion Act of 1987, which authorized con-

tinuation of the AIP, has changed this picture, however. The new Act directs that the majority of the funds made available under this program be spent on primary and reliever airports. As a result, 75 percent of discretionary monies must now be spent of these two categories of airports. The "bottom line," so to speak, is that very little discretionary money is now available for non-reliever airports. In an effort to direct what discretionary funds are available to benefit the most people, the Atlanta ADO will not consider airports having less than 50 based aircraft for discretionary

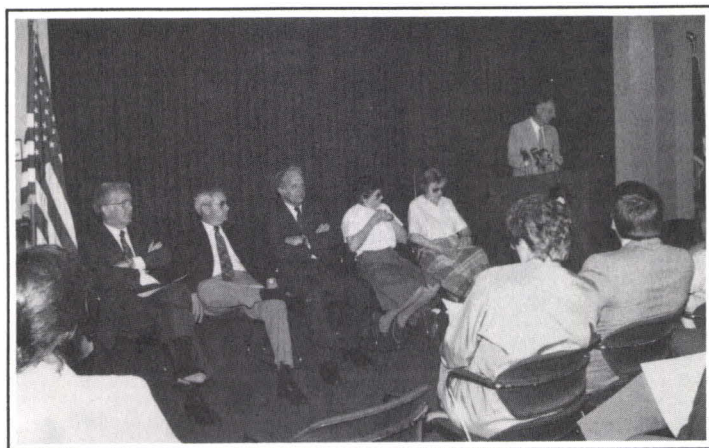
funding.

The state apportionment program did not change with the new Act; therefore, general aviation airport sponsors can still be considered under this program. AIP funding priorities will preclude most airports having less than 20 based aircraft, however.

The new Act did authorize increased spending levels for airport development. It would thus seem to follow that since the state apportionment percentage (12 percent) did not change as overall program dollars increased, so would state

See Reduced Funding, on Page 6

Sylvia Roth & Frances Miller Honored for Special Achievements



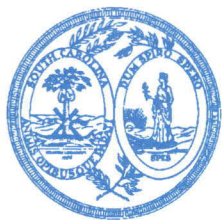
About 60 friends attended a special ceremony honoring Sylvia Roth and Frances Miller (center).

Sylvia Roth and Frances Miller were honored for their life-long contributions to aviation just a stone's throw away from where they both began their aeronautics career in South Carolina.

Last month, the two women aviators were presented awards in a special ceremony by the FAA and the state Aeronautics Commission for their many achievements in the field before their impending retirements.

David Anderson of the FAA Flight Standards District Office told the audience of about 60 people of the many achievements of Miller and Roth, who have both been involved in some aspect of aviation for nearly 50 years.

Like most of the people who came to honor Frances
See Roth and Miller, Page 4



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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Florence Gets New Radar *Tracon To Be Commissioned*

Commissioning of the Florence Tracon, terminal radar approach control equipment, will take place on May 21, at the Florence Regional Airport at the FAA Tower.

"It's a great improvement on our work environment," said Euford Hyman, the Air Traffic manager at Florence. "And the new radar will give the controller the ability to serve the flying public more efficiently, by letting us see more aircraft."

The radar will give a more detailed look at the aircraft present in a 40 mile radius.

According to Hyman the new radar will have darkroom scopes which present finer delineation and display a finer target of aircraft in the area.

The radar turns at ten sweeps a minute and has associated altitude read-out, equipped with arts.

The old system, operating in the tower cab, used two Brite IV displays and did not give as fine a map presentation.

"It's like going from an old TV to brand new color model," said Hyman.

The radar was paid for with federal funds which were administered to the FAA in 1980 to establish radar and tracon at the Florence airport.

"It's some of the better equipment that is available at this time and is a quality facility," said the Florence air traffic manager.

The entire radar operation will be moved to the new building which will house airway facilities personnel, air traffic personnel, equipment room, tracon room and a lunch room.

A dedication is planned for the near future.

Watchout for those nest-building birds

Springtime is a time for grass growing and the annual nesting season for birds.

It's also a time to be particularly careful about your aircraft.

Birds will build nests extremely fast in any airplane that has been left for several days and even as short as a day, said Neil Baker, Aircraft Maintenance Supervisor for the state Aeronautics Commission.

"For instance we had an aircraft in that landed on a Friday evening and the man left Monday morning. The birds had built a nest and laid eggs in the engine intake opening for his turbo charger. When he took off, he had an engine malfunction and had to return."

"Pilots," said Baker, "really need to inspect their engine cowling openings and any wheel wells, or any openings around the flight controls."

If you need to leave your aircraft for any length of time, Baker suggests, plug the openings. In addition, do not leave your propeller horizontal, because birds will rest on them, but if you put your prop vertical they're less apt to land.

All this month, check your plane daily for straw and other nest-building materials since these will cause your engine to over heat or perhaps catch on fire.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 1987, Columbia, South Carolina, 29202. Phone: (803) 739-5400.



Kershaw Officials Hold Ground Breaking Ceremony

The Kershaw Airport Commission held its ground breaking ceremony for their new terminal building at Woodward Field Airport under chilled windy gray skies.

About 50 people attended the late April ceremony which was highlighted by the Camden Military School acting as color guards.

Guy Hutchins, Jr., chairman of the Kershaw Airport Commission introduced the various dignitaries on hand for the dedication.

The airport was originally built in the 1900's from land donated by Mrs. Woodward, an avid golfer who grew tired of airplanes landing on the local golf club's greens. Later in the 40's, the airfield was used by the army as a contract flying school. The airmen stayed in barracks which now house Camden Military students. After WWII, the airport was turned over to the city and became a public use facility.

Senator Donald Holland, D-Kershaw, reminisced about his first visit to the airport in 1929 when he and his family went to Woodward Field for an air show.

Austin Sheheen, chairman of the Kershaw County Council, said the new terminal building will enhance economic development in the area. "There is no such thing as

standing still. We either move forward or go in reverse. The development of the community depends on this type construction."

H.B. Marshall, Jr., the mayor of Camden, said that the new terminal building will reflect the heart of the town and commended the FAA, "they were very cooperative. They made at least four visits instead of their regular two."

According to the blue prints, the new terminal building will be a one-story traditional style structure with an estimated 3,700 square feet and have a metal roof.

In addition, the building features a carport with an entrance way, two sky lights, with one in the lobby, a lounge, a conference room, a kitchen, pilot's training room, and will house the office facilities for the airport.

The total cost of the structure, which Hutchins called, "a first-class facility," is \$300,000 and is scheduled to be completed by the end of the summer.

Other projects slated for Woodward Field are a 500 foot runway extension, new access road and a \$130,000 lighting system. All projects, including funding for the terminal building, are awaiting approval for FAA funds.



Aviation Calendar

May 1

New Horizons Airshow
Bryant Field, Rock Hill

May 7

Shawfest '88
AFB Open House
USAF Thunderbirds
Shaw AFB

May 14 - 15

USN Blue Angels
AFB Open House
Charleston AFB's
C-141 "Thunderhogs"
Charleston AFB

May 15

Breakfast Club
Chester

May 22

Breakfast Club
Laurens

May 29

Breakfast Club
Twin Lakes

June 8

USAF Thunderbirds
US Army Golden Knights
Myrtle Beach AFB

June 12

Breakfast Club
Sumter Municipal Airport

June 26

Breakfast Club
Clarendon Cty. Airport

July 1-4

Freedom Weekend Aloft
Hot Air Balloons

July 2-3

US Army Golden Knights
Greenville, SC

July 3

Breakfast Club
Golden Anniversary
Celebration

July 23-24

Kim Pearson Airshows
Beaufort, SC

Roth and Miller end professional careers on high notes

Continued from Page 1

Frances Miller and Sylvia Roth, Anderson was a former student and had memorable moments to share with the audience.

The FAA presented certificates of appreciation to them both and reiterated their accomplishments. Jim Hamilton, a commissioner with State Aeronautics and manager of Columbia Owens Downtown, awarded resolutions to both women on behalf of the S.C. Aeronautics Commission. The resolutions outlined just a few of their numerous achievements.

Tom Brennison, a Delta Flight Captain, also presented Frances and Sylvia a special award, Delta's Captain wings.

"You know, Tom's a former student. We started him from scratch," said Roth, "Gee, he was so cute the way he presented those wings to us."

"The local guys from the FAA did a wonderful job," said Miller. "But the big part was seeing people we hadn't seen in a while."

One group that turned out was the 99's, an international group of women pilots, which both Frances and Sylvia are members.

Roth, who is retiring in June, was the first woman to be designated an Airline Transport Pilot Examiner by the FAA and has flown 20,000 plus hours. She began her aviation career in 1944 and received her private pilot's license in 1950, the following year she obtained her commercial and flight instructor's rating. She also has earned designations as an FAA Pilot Examiner in 1958, has administered nearly 800 flight examinations ranging from Private Pilot, Commercial Pilot, Instrument Flight Instructor and Airline Transport Pilot.

Roth started teaching flight instruction at H&H Aviation in Columbia in 1963.

Miller, who retired in April, first began her aeronautics career in 1948 when she started working part time at Owens Field. She earned her private pilot's license in 1949 and the next year received her flight instructor's rating.

Miller began teaching flight instruction at Hawthorne Aviation in 1951. In 1957 she became a Pilot Examiner and has given over 3,146 flight examinations ranging from Private Pilot to Airline Transport Pilot.

In 1964, Miller and Roth teamed up to start their own flight school, Miller Aviation at the Columbia Metropolitan Airport. They both continued teaching for over 24 years.

It as been said many times that you would be hard pressed to find a pilot in the state who did not fly with either Frances or Sylvia. It's estimated that between the two women they have tested or instructed nearly 6,000 people in some aspect of aviation.

"We saw so many people we hadn't seen in a while, especially students," said Miller. "We remember every one of them, too."

Former students, friends and colleagues came to the ceremony to honor the two women before they retire from teaching and testing.

The life-long friends admit that they have other things on their minds.

"I'd just like to wake up and say, gee, do I want to play golf this morning or work in my garden today," sighed Miller.

Roth thinks the same way, too. "I just want to do a bunch of nothing...Just enjoy life...Garden, you know, all those good kinds of things."

The Charleston residents also said their animals are a big part of their lives. They have been bringing "airport dogs" home for as long as they can remember. Frances said, "I have had as many as seven dogs. Now I just have three dogs and cat."

One dog many people remember is Buttons.

"People would ask about Buttons before they'd ask about Frances sometimes," laughed Sylvia. "He would go everywhere with us."

Both admitted that retirement would not be the end of the flying careers and that they would be sightseeing, gardening and golfing in the Charleston area.

"Oh, we'll be around for a while," said Roth.

"We're here to stay," said Frances. "We love it here."



Sylvia and Frances greet well-wishers after receiving awards from the State Aeronautics Commission, the FAA and Delta Airlines.

The Civil Air Patrol

S.C. Wing Has Nation's First Band Squadron

When a member of the South Carolina Civil Air Patrol says 'We march to the beat of a different drum,' they aren't kidding.

The Chester High School marching band is the first CAP band to volunteer its services to the CAP's search and rescue mission in the nation.

The band was presented their CAP Squadron Charter by Governor Carroll Campbell last month at the State House.

Gov. Campbell commended the unit for being the only Civil Air Patrol Band Squadron in the United States.

On hand for the presentation were Lt. Col. T. Richard Herold, CAP, Thomas Fort, band director and Squadron Commander, E. L. Lasughinghowe, Superintendent of Schools, Chester County School District.

Members of the Chester High School Marching Band present for the ceremony were Regina Brunet, Ruth Ann Holley, Veronica Reid, Rachel Thompson and Darion Caldwell.

Major Gerald Hensley, Commander Group 6 S.C. Wing CAP, said the new cadets will have instruction on various things, including military customs and courtesies, wearing the military uniform, communications, aerospace education, moral leadership, search and rescue techniques, and leadership development instruction.

In addition, Hensley said the Chester squadron is one of over 30 units in the state and the only band squadron.

The duties of the band unit will be to represent the CAP at various



functions, including performing music, and perhaps marching maneuvers for parades and other public events during the year.

The new cadets will also participate in search and rescue missions.

According to Amanda Anderson, Lt. Col., Director of Cadet Programs, S.C. Wing CAP, the cadets will ride during observation flights which can be military or civilian. They will perfect their communication techniques and will achieve different awards in the 15 step cadet program."

All planes are equipped with an emergency location transmitter

(ELT) which sends out signals that are picked up by an orbiting satellite, SARSAT. The cadets are instructed how to pick up the signal and locate the activated ELT.

About 25 new cadets were present for their aircraft orientation program in Chester,

As a whole the S.C. CAP is divided in 15 steps with 4 phases: orientation phase, learning phase, leadership phase and the executive phase. There are three major awards in the programs which are the Billy Mitchell Award which is awarded at the end of the learning phase; the Amelia Earhart Award following the leadership phase; and the Spaatz award which is the highest cadet training award possible. There have been less than one thousand of these awards presented since 1964.

In the learning phase they must also attend a summer encampment and participate in cadet competition team or a color guard team. By receiving the Billy Mitchell award the cadet may enter the Air Force as an E-3.



Chester High School Cadets in South Carolina's first band squadron were presented their charter from Gov. Carroll Campbell.



New Mack Trucks Presented

The official presentation of the first Mack trucks bought by South Carolina government was held recently at the S.C. Aeronautics Commission.

The trucks (pictured above) were presented by Jack Costa, vice president of Mack Trucks to Allan Spence, director of state Motor Vehicle Management, and John Hamilton, director of the state Aeronautics commission.

A total of six Mack trucks were bought by the state Aeronautics Commission to do maintenance

work for all state airports including grass cutting. In addition, the trucks represent the state's good neighbor policy by buying goods manufactured in the South Carolina.

On hand for the presentation were Mike Reardon of Shealy Mack who distributes the trucks; Allan Spence; John Hamilton; Jack Costa, vice president Mack Trucks; and Daylon Laws, Mack Trucks in Columbia who manufactured the trucks.

Concorde Travel Plans Scrapped

Plans to bring the British Airway's Concorde through the Charleston International Airport have been scrapped.

Airport director, Sam Hoerter said in April that too few seats were sold locally to meet the minimum requirements. The plane was scheduled to carry 100 passengers.

He said people with tickets will fly to Dulles International in Washington from Charleston and then board the Concorde for the flight to London.

Hoerter said the cancelation of the Concorde will not hinder the Charleston Aviation Authority in the least from recruiting international charters to the airport.

The airport had hoped that the two Concorde flights scheduled would bring on more international charters to the Charleston area, however.

The Concorde was scheduled to arrive in Charleston July 23-24.

Reduced Funding For Small Airports

Continued from Page 1

apportionment amounts increase. This has only happened to a limited extent though. For FY-88, while the new Act authorized the expenditure of \$ 1.7 billion, the Congress only appropriated \$ 1.269 billion. In FY-89, the Administration is recommending only \$ 1.2 billion for airport development. If this trend continues, a significant shortfall (against anticipated development) will occur.

Since the Congress has directed that the new AIP proceed in these aforementioned directions, sponsors for small general aviation airports should re-examine funding alternatives available to them. While sponsors may still apply to the FAA for federal funding for eli-

gible projects, unless the state agrees that the project(s) should be included in a state apportionment program it is unlikely that AIP dollars will flow to that project(s). As an alternative, sponsors might consider a state-local project, with the state providing matching funds. Several resolute sponsors have been able to raise funds from local industries which would benefit from the airport. Other airport sponsors have been able to do the work with their own forces using city and/or county equipment and, in a couple of instances, have been able to convince National Guard/Reserve engineer units to practice earth-moving

skills on their airport. Prison labor or persons directed by the courts to perform public services might be used for tree-cutting, mowing, and other labor-intensive chores.

Even though the chance of federal funding for small airports has become more remote, a community determined to have a good general aviation facility can usually find ways to make it happen.

If you would like more information, or would like to comment on this topic, please contact Sam Austin, Atlanta ADO, 3420 Norman Berry Drive, Suite 310, Atlanta, GA 30354 or call (404) 763-7639.

FYI From the FAA

Listening Sessions Replayed

For Your Information is a continuing series of items from the FAA's two general listening sessions held during the airport conference.

The following are questions which were asked during those sessions and here are the complete answers:

Q. Is the Airport and Airway Trust Fund ever likely to come off-budget?

A. There was a great deal of congressional interest in taking the trust fund off-budget (i.e. remove it from the administration's overall budget process and allow it to operate as a separate funding entity) prior to passage of the recently enacted Airport and Airway Safety and Capacity Expansion Act of 1987. An amendment offered to HR 2310 in the U.S. House of Representatives to do this was narrowly defeated by only five votes. Proponents of the idea feel additional support can be generated in future years to make this happen. A related issue impacting upon this will be the findings of the Byrd Commission which is presently studying FAA's operations and organization. Any recommendations for reorganization could also conceivably address administration of the trust fund.

Q. Can FAA publish preferred IFR routing between points? (Respondent said he files direct, but ATC inevitably routes him elsewhere. If he knew where ATC likes to route traffic, he would file that route, thereby preventing much confusion.)

A. The FAA, through coordination with the National Flight Data Center in Washington, issues a listing of preferred IFR route in the Airport/Facility Directory published

every eight weeks by the National Oceanic and Atmospheric Administration of the U.S. Department of Commerce. Due to the countless combinations of origins and destinations, only the most commonly used routings are published, however.

Q. Can anything be done about A-10 (air Force Tactical bomber) overflights at low altitudes over airports?

A. We are assuming reference is to overflights at uncontrolled airports, since overflights at controlled airports would require communication with an ATC facility if flight is within an airport traffic area (horizontal radius of five miles from airport center, up to 3,000 feet AGL). If the A-10 is operating on an established military training route (MTR), as depicted on an aeronautical chart, the pilot is required to maintain at least 1,500 feet AGL over the airport or to avoid it by three miles horizontally. If this is being violated, specific times and dates should be reported to the Commanding Officer of the

Myrtle Beach AFB (the only known A-10 base in the area of which we are aware).

Q. What is the FAA's position regarding LORAN, and are we ever going to do anything with it?

A. The FAA is actively involved in the LORAN-C Program. Required terminal area system monitors are budgeted and programmed to be installed during 1988 and early 1989. Mid-continent gap transmitters are to be installed by the end of 1990. FAA certification of additional IFR capable avionics units are anticipated. The article titled "IFR LORANS" in the periodical *The Aviation Consumer*, provides an excellent overview of the status of avionics equipment for LORAN-C use.

The FAA is presently restricting instrument approach procedures to locations approved under the Limited Implementation Program for the purpose of data gathering. When program objectives are met, implementation for public use of IFR approaches can be expected.

FAA Flight Standards District Office Accident Prevention Programs

The following safety meetings will be conducted by the Carolina FSDO in Columbia. All meetings listed will be held at 7 p.m.

May 10

Collision Avoidance
Civil Air Patrol Building
Columbia Metro. Airport

May 12

Operation in National Airspace System
Location to be announced
Cheraw, SC

May 17

Operation in National Airspace System
Aiken Technical College
May 19
Operation in National Airspace
Chamber of Commerce Office
Anderson, SC

May 24

Greenville Downtown Airport
Cornerstone Aviation
Operation in National
Airspace System



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- New Mack Trucks Arrive
- Ground Breaking for Camden Terminal
- S.C. Wing CAP has First Band Squadron
- Federal Funds Reduced for Small Airports

... and much, much more!

Aircraft Registration in S.C. May Be Eliminated

Aircraft registration is one of those impervious topics that touches nearly everyone involved in aeronautics.

Under current law, If you own an aircraft you must register it with the state Aeronautics Commission.

For some time, the state Aeronautics Commission has conducted an aircraft registration program, but if this program follows the current course of events through the state legislature, aircraft registration may

be abolished in the near future.

In the past, aircraft registration has been used primarily to insure adequate liability insurance and to assist in planning for needed airport development in the state. Unfortunately, this same program has been utilized in some counties as a basis for tax information.

"Aircraft registration is not an effective way to insure adequate liability insurance," said Alan Alexander, of the S.C. Aeronautics Commission. "It

has distorted and negated its usefulness as a planning source in which to aid our airport improvement program."

Currently, legislation eliminating the aircraft registration program has passed in the state House of Representatives and will soon be up for vote in the Senate.

If you are interested in eliminating the state registration requirement, please be sure to contact your House and Senate members.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.